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FORD'S
BETTER IDEAS
FOR THE 80s

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FORD TIMES

NOVEMBER 1979



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FORD TIMES

The Ford Owner's Magazine

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Cover: A montage by Thomas Sgouros showing some of Baltimore's personalities. The story begins on page 15.



TO THOSE who find that a wide trail, a fire-scar in a stand of pine, or the sight of several other backpacks on a ridge are sufficient to dampen

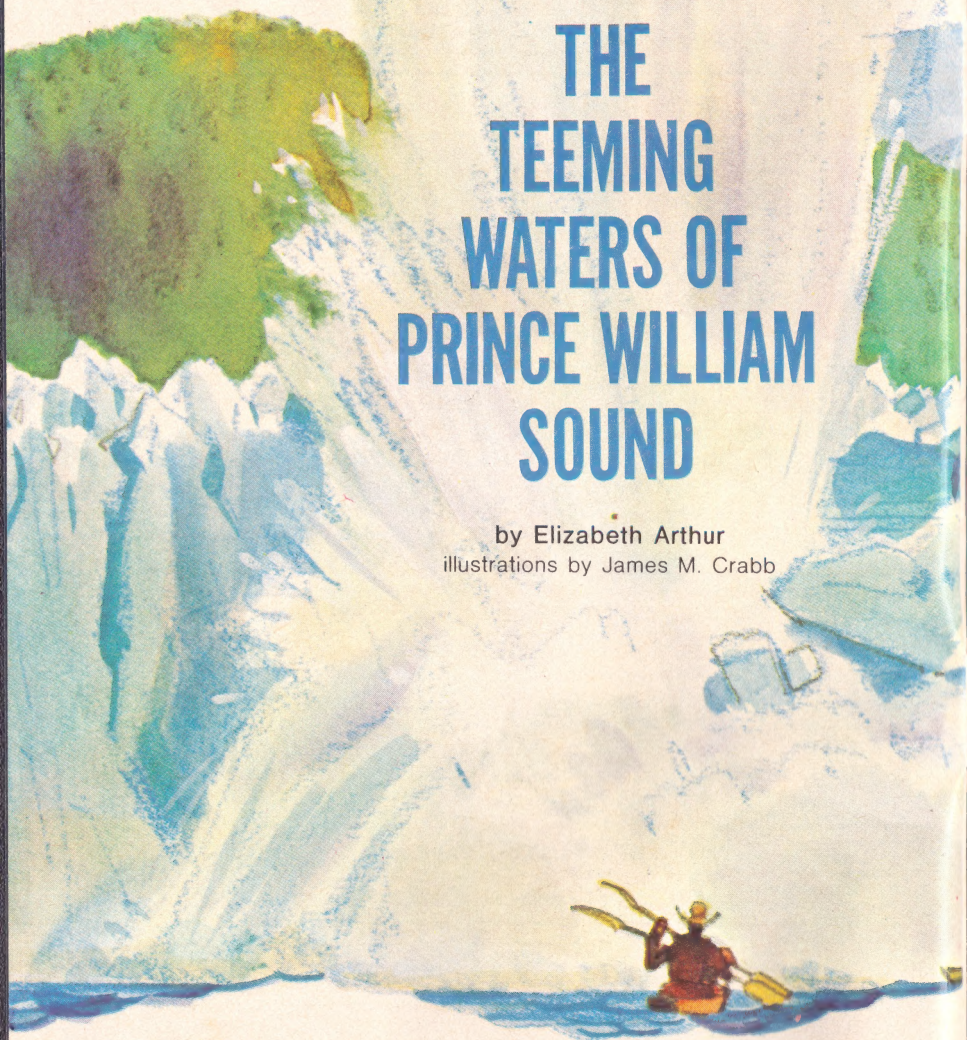
the joy of an expedition, Alaska may be the answer.

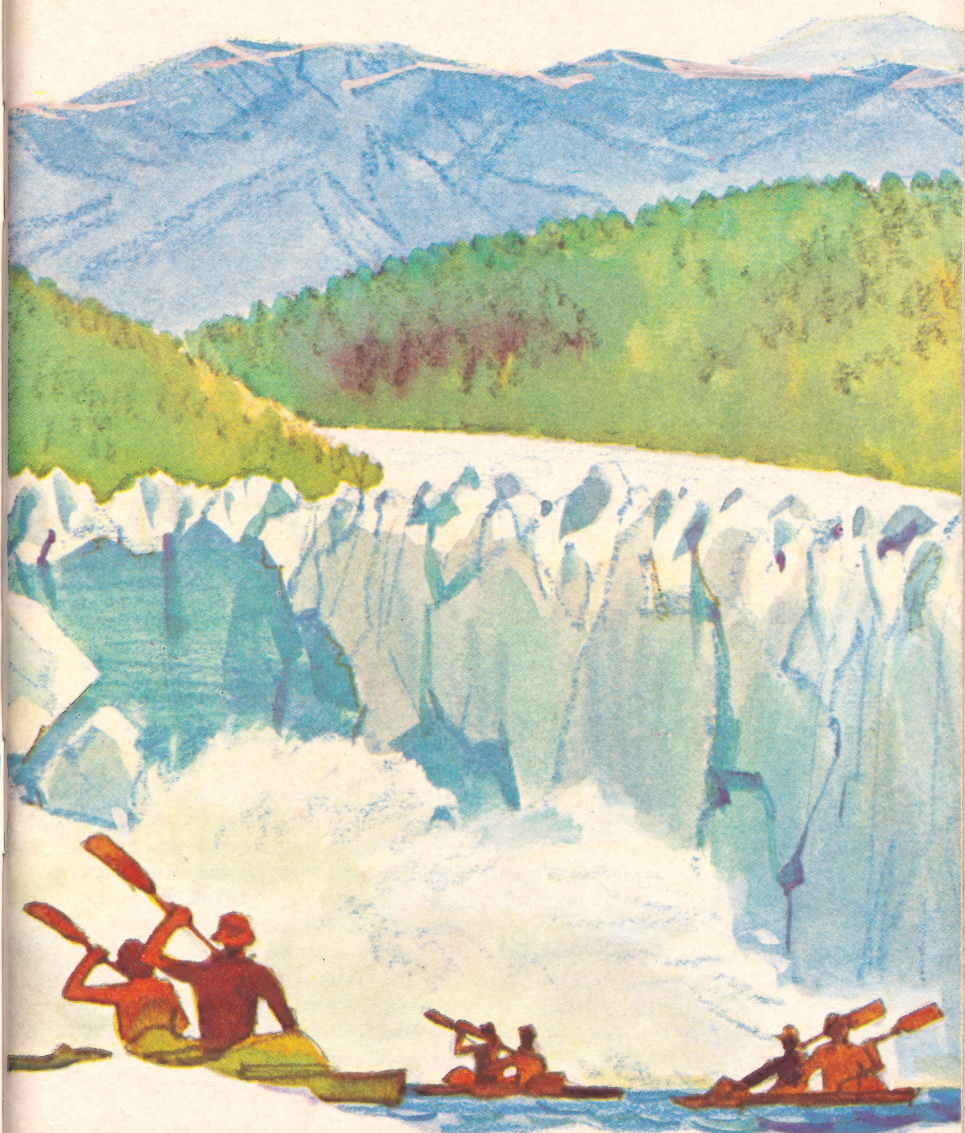
Eighty per cent of Alaska's land is in the public domain, run by the Fed-

THE TEEMING WATERS OF PRINCE WILLIAM SOUND

by Elizabeth Arthur

illustrations by James M. Crabb





eral Bureau of Land Management. Only one per cent of it has been surveyed, and it is free of Forest Service signs and well-trampled trails.

I spent a month in a party of eight last summer walking over the islands and kayaking around the waters of Prince William Sound off the Gulf of Alaska. It was a peaceful experience, uninterrupted by any other human parties.

Prince William Sound has the mild climate of the Alaskan Gulf Coast. It is predominantly a rainy district, warmed year-round by the Japan Current and sheltered from icy arctic winds by the Alaska Range. The average temperature in January, for example, hovers around freezing, but a typical pleasant day in July will be in the mid-60s.

The coastline is gashed with inlets and bristling with peninsulas; the Sound is crowded with small islands. The islands, like the surrounding shores, are heavily forested.

Spilling along the coastline in both directions is the Chugach Mountain Range. It borders the grey-green water with monstrous white peaks and pushes aqua-blue glaciers to the edge of the sea.

As we set out from the Army port of Whittier, the water was choppy. The sky seemed an even grey when we glanced upward, yet the light was constantly changing. Against the mutable grey sky, the mountains of the shoreline were a stark white. It was almost two-dimensional.

A few fishing boats in the distance

were all the "commerce" we encountered then or later. Our four kayaks, heavily loaded and riding low, were the only ones we ever saw on the water. We glided and rolled on the sea, traveling from island to island. At night we camped on the smooth rock beaches. Icy-pure water ran in rivulets from the mountains to the sea.

The overwhelming quality of these islands is their abundance. So much rain falls in the Gulf of Alaska area that the woods are stuffed with green things. When the sun comes playing through the leaves, the ground seems outrageously wealthy. The skunk cabbages are enormous, growing out of moist earth that smells powerfully rich. Berry bushes cover whole hill-sides with gentle purple and red flowers. The lush quality of this land is conducive to the collecting impulse. We picked up strange fragments of wood, curious stones, flowers and fallen branches.

On the beaches themselves, we found old fishing nets lost during storms. Huge decaying logs, shaken into the sea in the 1964 earthquake, still litter the shores. There are blankets of seaweed, pastel sea urchins, sea shells and odd bits of metal. Glass fishing floats are washed unbroken from Japan. Even a Coca-Cola can did not seem obtrusive; what one usually considers man-made garbage takes on quite a special aura when it has been washed up from the Oregon coast or from a sunken ship. We found bones of every size and shape. One bone would have been suitable for use

as a dining table. It was an enormous whale vertebra.

One evening when it was my turn to cook dinner in the light of the 10 o'clock sun, I happened to see living whales in the distance. Huge and gleaming, rhythmic in their motions, they were very much like the waves themselves. Killer whales travel in large schools, and the glimpse one gets of their backs rolling out of the water gives the impression of several conveyor belts on an enormous scale.

Some time later I saw what looked like an explosion a few miles out to sea. A funnel of water 100 feet high shot up and was gone. Another geyser shot up two minutes later. Through my binoculars I could see a humpback whale at least 85 feet long. It shot up into the air, flipped over, twirling laterally, and dived back into the sea. When ready to do a bottom dive, whales will, of course, flip their bodies upended like a person doing a straight-down dive. But this whale was shooting up with its tail clearing the water at least 50 feet. The impact with which it hit the water again sent up what looked like the blast from an underwater explosion.

There was no sensible explanation for this behavior. The whale was not fighting or copulating or eating. It was playing — spinning and flipping in the air — with unabated energy. Later I found out that for the whale to attain that sort of clearance, in spite of its great mass, it is necessary for it to leave the water at about 75 miles per hour — and all for fun.



The enthralling thing about all the sea creatures was that, even when they seemed to notice us, they were totally undisturbed. Harbor seals would study our cooking fire in the evening for long minutes, always creeping closer, as if they wanted to say hello but didn't know how.

Once out on the water in our kayaks, we could observe the lives of the sea creatures around us. Schools of porpoises skipped by five or 10 feet away; pilot whales surfaced 20 feet behind us with a suddenness that was startling. Sea otters would lie on their backs and paddle by, looking very much like vacationers out for a tan on a rubber raft. Having no good reason to fear us, they ignored us, and we

were spectators at a surprisingly close range.

Above us, arctic terns dived and wheeled in the air with quick flickering motions. In minutes, birds whipped across channels that it took us hours to traverse. Bald eagles, abundant in the Sound, would fly within 40 feet or so of us, wing-tips delicately spread, lazily gliding. One dip of their wings and away they went, like small airplanes.

What we discovered most poignant about the sea animals was that their feelings were not as alien to us as we had expected. One day we surprised a mother otter and her young one asleep upon the water. When sea otters are young, they are unable to dive beneath the water surface unaided. The mothers tuck their children into the crooks of their flippers and pull them under.

This mother, startled out of her nap, panicked and dived. She forgot to take her infant with her. We came closer to the baby until it lay alongside the boat. Sleepy and unwary, it lay there unblinking, ever so slowly focusing its eyes upon us. When the baby finally realized that his mother had deserted him, he started wailing petulantly. Then, in a panic, he attempted repeatedly to dive into the sea, but his buoyant little body betrayed him. Growing frustrated, he cried breathlessly and pounded at the water with his head. He never got more than two inches under before bobbing up again.

Eventually, in spite of the charm of

watching him, we paddled away to ease his panic. As soon as he noticed our departure, he grew even more frantic. Not only had his mother deserted him, but now we also were leaving. The tiny otter swam furiously after our boat until finally his mother bobbed up and took him with her down into the sea.

By then we were headed back toward the mainland where the awesome glaciers rise, compacted for centuries, spilling down into the sea. Upon reaching the ocean, the ice splits off in huge icebergs.

To paddle a kayak close to the water terminus of a glacier is to reach the end of the road. The water becomes a milky aqua from the glacial silt. A freezing wind blows off the ice, brittle in the warm sun. It is riveting to experience the roar and crash as a piece of ice breaks into the sea. Sometimes the waves from the impact rise as high as 20 feet, and to float too near increases the risk of capsizing. The stillness between these explosions is as deep a silence as can be.

The blue of the ice cliff and the blue of the sea are equally steely. The animals intuitively avoid these waters. We, too, were careful not to get too near, preferring instead the camaraderie of the creatures of the sea and the sea birds.

To many Americans, Alaska may seem a strange place for a vacation. But it is a wild and beautiful land, its waters teem with wildlife, and it is as open a country as can be found anywhere in the world. □

FIREPLACE COOKING

It's enjoying a comeback from Colonial days



by Nancy Kennedy

“CHESTNUTS roasting on an open fire” are a sure sign of holiday times, but these words from a famous song bring to mind just one of many ways that fireplaces and food go together.

The fireplace, that warm, congenial focal point of any room, has suddenly become a second kitchen in many modern homes. The Fireplace Institute of Chicago reports that manufacturers of fireplace cooking accessories are enjoying a boom. Everything from long-handled popcorn poppers to cast iron Dutch ovens are appearing on American hearths. Men, women and children are interested in having their fireplaces become functional as well as ornamental.

One of the outstanding experts in fireplace cooking is Margaret Chalmers who teaches the almost forgotten art in the colonial kitchen of the Clinton Inn at Greenfield Village in Dearborn, Michigan. She reports enormous interest in her classes in the last few years.

In added response to the interest, Mrs. Chalmers has written a book entitled *Colonial Fireplace Cooking*. She learned to cook in her grand-

mother's huge fireplace in County Antrim, Ireland. In addition to menus and recipes — a sampling appears at the end of this article — the book includes information on selecting equipment and safety tips. The book can be ordered from Mrs. Chalmers at 21708 Homer, Dearborn, Michigan 48124, for \$5.65 (includes postage and handling).

According to Mrs. Chalmers, black cast iron pots are almost a necessity for serious fireplace cooking. Other heavy-duty pots can be used, but they blacken easily and require a lot of cleaning. In most fireplace cooking the pot should be elevated above the fire. It can either be on a trivet, have legs or be hanging from a crane. Fireplaces built for the function of cooking were always equipped with a crane or a swinging arm. These cranes were usually fitted with a combination of chains and fire hooks that were used to suspend pots at various heights to help regulate the degree of heat required for whatever cooking was being done. Cranes can be purchased today at hardware and fireplace shops but Mrs. Chalmers advises that you consult a mason before installing one in your home.

“Many modern fireplaces simply aren't sturdy enough to stand the weight of a heavy cast iron pot filled with food. Get an expert to check out the wall strength before installing a crane,” advises Mrs. Chalmers.

Safety is an item that Mrs. Chalmers devotes a lot of time to in her cooking classes. It cannot be stressed

Page 7: Old-time fireplace cooking in the Plympton House in Greenfield Village. On the table are hearth breads shaped in the initials of everyone in the family, a Dutch holiday custom. Photo courtesy of Greenfield Village.

too much, she says, because unlike our ancestors, we are not used to daily cooking in the fireplace. Everyone in the family should be alert for coals that can pop on clothing and floor. And you should be careful in handling pots filled with scalding liquids.

Cooking on the hearth is done over coals, not on actual flames. Build a brisk fire from various hardwoods. After a good bed of coals accumulates (usually in about half an hour), add wood only to maintain the coals. Both the amount and heat of the coals will determine cooking temperatures. Experience teaches the best combination. To move coals under various vessels, a shovel, scoop or spade is essential. A long-handled one is helpful. Tongs are also important for shifting logs to keep them burning properly.

The simplest method of fireplace cooking is with two bricks set on the hearth with a heavy grate laid across them. Barbecue grills or oven racks can be used.

There also are simple adjustable poles with a grille that can swing in or out and that can be used in almost any fireplace. When you are finished with grilling a steak or chicken it can be easily removed. (See illustration to the right.)

If you want to try a whole meal in a fireplace, following is a menu with recipes from Mrs. Chalmers' book. To begin, you might just make a couple of dishes in the fireplace and prepare the rest of the meal on a conventional stove. Most of these recipes can be adapted for campfires.

Burgoo
Irish Soda Bread
"Cloutie Puddin" — Cloth Pudding
Hot Cider Toddy

BURGOO

- 6 tablespoons bacon drippings
- 1 pound shoulder of veal
- 2 roasting chickens
- 4 quarts water
- 1 tablespoon salt
- 4 onions

A modern supper on the hearth. The meat is broiled on a grill that can fit into most fireplaces because of its adjustable shaft. Photographed at the Culinary Greenhouse in West Bloomfield, Michigan, by Leonard P. Johnson.





Fireplace collectibles, left to right, bottom row: (1) small cast iron kettle with hammered lid, (2) crane holding uncovered pot, (3) long-handled skillet, (4) large cast iron kettle with cover, (5) long-handled popcorn popper or sandwich grill. Top row, left to right: (6) reproduction of an 18th century cast iron tea kettle, (7) grill pan with adjustable pole, (8) covered Dutch bake oven with legs. Items 1, 5, and 7 are from Kings Row Fireplace Shop, Walled Lake, Michigan, and items 2, 3, and 6 are from the American Hardware Company, Livonia, Michigan. Items 4 and 8 are available from Margaret Chalmers (address on page 8). Photo by Gary J. Dykstra.

- 2 cloves garlic, crushed
- 8 potatoes, diced
- 6 stalks celery with leaves
- 8 tomatoes, quartered
- 6 carrots
- 2-3 fresh green peppers
- 2 cups fresh lima beans
- $\frac{1}{4}$ teaspoon crushed red pepper
- 4 cloves
- 1 Bay leaf
- 1 teaspoon fresh thyme
- 3 tablespoons brown sugar

- $\frac{1}{2}$ teaspoon black pepper
- *2 cups okra, sliced
- *6 cups fresh corn (cut from cob)
- * $\frac{1}{2}$ cup butter
- *1 cup flour
- *1 cup chopped parsley
- Shredded cabbage

Heat half the fat in a large kettle. Add veal and brown well. Add chickens, water and salt. Cover and cook until tender. Remove meat and chickens. Set aside until cool. Break into small pieces. Discard fat and bones. Return meat to broth in kettle.

Add all other ingredients except those with an asterisk. Cook until vegetables are almost tender. Add okra and corn. Cook 15 minutes longer. Just before serving, rub together butter and flour until well blended. Stir into burgoo. Correct seasoning and sprinkle with parsley. Serves 10 to 12.

IRISH SODA BREAD

- 4 cups sifted flour
- $\frac{1}{4}$ cup sugar
- 3 teaspoons baking powder
- 1 teaspoon salt
- $\frac{1}{4}$ cup butter
- 2 cups raisins
- $1\frac{1}{3}$ cups buttermilk or sour milk
- 1 egg
- 1 teaspoon baking soda
- 1 egg yolk
- 1 tablespoon water

Sift dry ingredients together. Add butter and mix to consistency of coarse cornmeal. Stir in raisins. Place sour milk, egg and soda in small bowl and beat with rotary beater until blended. Add egg mixture to dry ingredients and stir with wooden spoon until well mixed. Turn out onto well-floured board and knead for 3 minutes until smooth. Shape into a ball. With sharp knife make $\frac{1}{2}$ -inch deep "X" on top of dough. Beat egg yolk and water together and brush top of bread. Place the dough in a greased and floured dutch oven and place the oven on the hearth. If you have a flat-covered dutch oven (as is item 8 in picture on page 10), place hot coals on top. If you have a round-covered dutch oven, invert the cover to hold the coals. Turn the dutch oven 180° approximately every 10 minutes so that heat from the fireplace will bake bread evenly. Bake 60-65 minutes until cake tester comes out clean. Although the amount of coals and their heat will determine how fast bread will bake, 45 minutes is a reasonable time to wait before checking the bread. You will have to remove coals before removing the cover. When the top of the bread feels firm to the touch, remove the coals from the cover and replace the lid. Elevate the pot

and shovel coals directly underneath. Bake 15-20 minutes more. Let sit in pan 5 minutes before removing to a wire rack to cool.

"CLOUTIE PUDDIN" — CLOTH PUDDING

- $1\frac{1}{2}$ cups flour
- 2 cups fine dry breadcrumbs (homemade)
- 1 cup finely minced suet
- 1 cup raisins
- $\frac{1}{2}$ cup currants
- $\frac{1}{2}$ cup sugar
- 1 teaspoon cinnamon
- 1 teaspoon mixed spices
- 1 teaspoon baking soda
- 1 egg
- $1\frac{1}{2}$ cups buttermilk
- Lemon sauce or custard sauce

Mix together flour, crumbs, suet, raisins, currants, sugar, cinnamon, spices and soda in a bowl. Beat egg and add it with buttermilk to first mixture. Mix to a soft dough. Wet a pudding cloth or quadruple thickness of cheese cloth and wring out well. Dust with flour; place cloth in bowl and spoon mixture into it. Tie cloth securely at top leaving enough room for pudding to expand. Drop onto a rack in a kettle. Add boiling water halfway up sides of cloth holding pudding. Cover and steam 2 to 2½ hours, replacing boiling water as needed. Serve hot with cream or a hot lemon or vanilla sauce. Makes 10 to 12 servings.

HOT CIDER TODDY

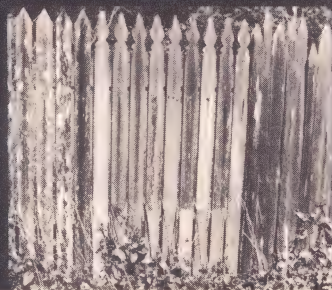
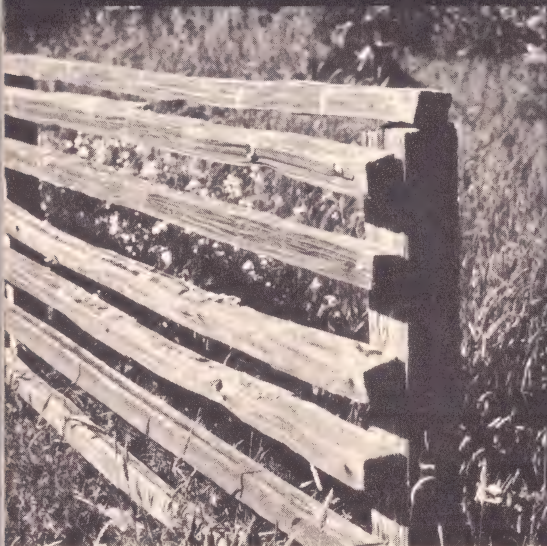
- $\frac{2}{3}$ cup honey
- 7 cups cider
- 1 apple
- 1 orange
- Whole cloves
- 1 teaspoon grated orange rind
- 2 cups orange juice

Mix honey and one cup of cider well. Add rest of cider. Stud orange and apple with cloves. Add to cider and heat. Add rind and juice and heat a few minutes longer. Serve piping hot. □

CALIFORNIA FENCES

A FENCE can be many things. It can mark a property line, keep animals or other intruders out of the garden, prevent livestock from straying too far from home, insure privacy, inform strangers that they aren't welcome, and express the individuality of its owner. In travels around California — from the wild isolation of the northern

by Arleen Emery Brown
photos by Brack Brown





coast to the rambling back roads of gold rush country — we have found some fences that tell about the history of the state and the people who make their homes here.

There are simplicity and directness in the use of materials, for instance. In the state where the back-to-earth movement began, resources are not often wasted, nor is human labor. So fences are built of unstripped saplings, natural stone and recycled, unmilled or unpainted lumber. And why not? What paint could compete with the brilliant lichen that color-weatheres the lumber in the Sierra Nevada?

If a section of rural fence fails, the materials at hand are likely to be used to make repairs, whether they match the old fence or not. And so some fences seem to speak whimsically of successive generations of builders, like one in Mendocino whose pickets

range in style from ornate Victorian to rustic grapestake.

Some fences allude to California's history. Gold rush and railroad legends are recalled by the superb craftsmanship of 19th-century stone dry-walls, built by Chinese laborers who were paid pennies a day for their efforts. Many still look as though they were built yesterday. And perhaps it was homesickness that urged a European mason to top his wall with what appears to be an Old World village. His house is long gone, but his tribute to some faraway place still stands.

Sometimes a single detail or feature sets one fence apart from another. A charming pasture gate near Somerset is hung on the still-sturdy trunks of two dead trees. The single steel post in an old cedar and barbed wire fence near Placerville seems almost unwilling to replace its predecessor. And in a homestead fence near Rescue, the staggered pickets don't add strength, only beauty.

But perhaps the most moving feature of rural fences is the way they delineate the landscape, like the split rail on State Highway 128 that makes its ambling way up a gently curved hillside, or the barbed wire fence that follows an old road near Latrobe.

One can only guess at the reasons why many features were included in the designs of these fences, but we do know that besides the practical functions they serve, they all help to add a touch of rustic beauty to the California landscape. □





illustrations by Thomas Sgouros

Some Facts About Baltimore Personalities

by Theodora Silano

BABE RUTH was born there in 1895. He went to St. Mary's Industrial School, where he studied shirt making and baseball. The latter took, the former didn't. He was hired by the Orioles and was paid \$600 for his first season. Described in 1969 (baseball's centennial year) as the game's great-

est player, he played professionally for 22 years, was in 2,502 games and got 2,873 hits in 8,399 times at bat — a lifetime average of .342.

Another Baltimore sports figure: Joe Gans. Grantland Rice called him the greatest lightweight who ever lived. His biggest purse was \$11,000,



won when he beat Battling Nelson in 42 rounds. He built the Goldfield Hotel and tended bar there until he died in 1909. On the day he died, they pulled the shades down and never opened again.

Music, art and literature:

Billie Holiday was born in Baltimore. Among the best loved of all jazz singers, she was called by Frank Sinatra the most important influence on American popular singing. She gave away just about every dime she made to musicians who needed money, and when she died in 1959, at age 44, she had less than \$2 in the bank.

Cab Calloway. Hi-de-ho. He helped create the jazz, blues and scat singing of the 40s. Cabell Calloway sang in the Douglas High School revue, but it was at night in the Kit Kat Club that he made them sit up and take notice.

Eubie Blake. He's 96 now and going great guns — there's a Broadway show called *Eubie!* and it celebrates his life and music. He wrote *I'm Just Wild About Harry* and a hundred other songs and still plays ragtime with the best of them.

Might as well throw in Mama Cass Elliott of the Mamas and Papas. In Baltimore she was Ellen Naomi Cohen. She was a comfort to the fat. She weighed 238 pounds in 1974, when, at age 33, she choked to death on a ham sandwich.

Art: Joshua Johnston, the best known black portrait painter of the 18th and early 19th centuries. Among his famous works were *Benjamin Franklin & Son* and *In the Garden*. It seems he did some of his finest work with chalk on sidewalks and people who saw it thought it was better than pictures in museums.

Rembrandt Peale. With that name his career was settled early. At age 17 he painted a family friend, George Washington. He founded the Peale Museum, on Washington Street. It was the first art museum in America. There were 11 Peale children and several were painters.

Baltimore had at least three important literary figures. Edgar Allen Poe wasn't born there but spent much

of his life there. It was in Baltimore that he fell in love with and married his 13-year-old cousin, Virginia Clemm. For his most famous poem, "The Raven," he was paid \$10.

Maybe F. Scott Fitzgerald was the greatest writer associated with Baltimore. He wrote *Tender Is the Night* there and many of the country's literary greats came to Baltimore to see him.

One of America's biggest literary noises was H. L. Mencken. He was a huge personality, drank lots of beer, had strong opinions about everything and was one of the best and funniest newspapermen in the country. Read his recollections of growing up and working in Baltimore. You'll split your sides.

One more writer — or versifier: Ogden Nash, who contributed hundreds of ingenious and charming poems to *The New Yorker* for many decades. He ended one of his works with "I could not love New York so much, loved I not Baltimore."

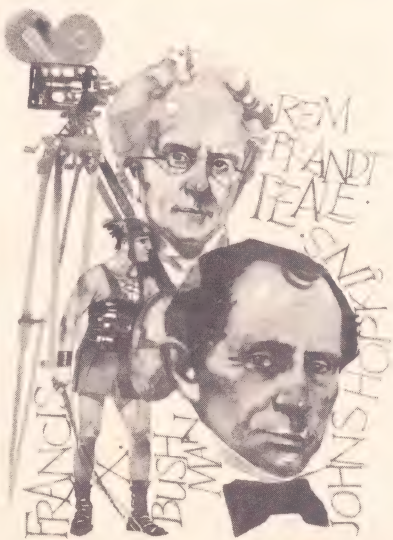
Anyone here old enough to remember Francis X. Bushman? He was a movie actor from the silent films. By the time he died in 1966 at the age of 83, he had made over 400 films and \$40 million. Those were the days. As a kid he was in a gang that threw bricks at H. L. Mencken's gang. On his estate was an aviary with 1,500 rare birds. He also had 300 Great Danes.

Johns Hopkins was a Baltimorean though not born there. He was the largest private stockholder in the B &

O Railroad. In love with his cousin Elizabeth, he never married her because his father and the Quakers opposed it. When Hopkins died he willed Elizabeth a million dollars. That left \$7 million, which he left to Johns Hopkins University and Johns Hopkins Hospital.

Most people who live there pronounce it *ball-a-mer*. The ouija board was invented there. The city had the first municipal band, the first trolley car and the first ice cream factory. It was the site of the first balloon ascension in the country.

The Baltimore oriole is a beautiful bird. The Baltimore Orioles are a beautiful ball team. □





BETTER IDEAS
FOR THE '80s

FORD enters the 1980s with a host of better ideas developed with your driving needs in mind. Some of these better ideas take the form of vehicles, such as a new version of the famous Thunderbird and a redesigned lineup of light trucks. Others involve powertrain improvements and new space-age electronic features.

There have been many exciting, innovative Thunderbirds over the past 25 years, but none like the one offered for 1980. If this is your year to become a new Thunderbird owner, you have chosen the greatest year yet to spread your wings.

You can read all about Ford's new lineup of light trucks starting on page 45. But let us whet your appetite with this statement: They are truly the first new trucks of the 1980s.

Ford also will make its mark in 1980 with a variety of engineering advances. One better idea for the '80s is a new Automatic Overdrive Transmission. This innovative transmission has an overdrive fourth gear with direct mechanical lockup for greater efficiency and improved highway fuel economy. It is America's first such transmission.

There's also a new 4.2-liter (255-CID) V-8 engine — the first of Ford's "Engines of the '80s." In addition, you'll find that Ford has expanded the availability of its turbocharged 2.3-liter engine, which is the only four-cylinder turbo built in America.

Already acknowledged as an industry leader in electronics, Ford broadens its use in 1980 by introducing such features as an Electronic Instrument Cluster and new versions of an electronic stereo search radio, including one that comes with a Dolby® noise-reduction system. And have you ever seen an electronic system that enables you to unlock a car by pushing a series of buttons on a door-mounted microcomputer? Ford offers one now. It's called the Keyless Entry System.

There is, of course, much more to know about Ford's lineup of 1980 cars and trucks. That's why we've devoted the next 29 pages of this issue to them.

And after you've read about the new Fords, why not visit your local Ford dealer for a close-up look at all the better ideas for the '80s. □



Silver Anniversary Thunderbird

THUNDERBIRD

SPREAD YOUR WINGS

IN THE

NEW-SIZED THUNDERBIRD

THUNDERBIRD for 1980 offers the latest advancements in the concept of the personal car, a concept it originated a quarter of a century ago.

This newest version of Ford Division's flagship features a fresh, contemporary design and is available at a remarkably affordable price. Buyers have their choice of three series: the standard Thunderbird, the luxurious Town Landau and the top-of-the-line Silver Anniversary Thunderbird.

Thunderbird continues to display familiar styling cues such as a chrome-plated cross-hatch grille, concealed headlights, full-width wraparound taillights and distinctive hood ornament.

For 1980, Ford engineers

equipped Thunderbird with a MacPherson strut-type front suspension, a four-bar link rear suspension, front and rear stabilizer bars, plus variable-ratio power rack-and-pinion steering.

Thunderbird provides four-passenger seating comfort, with even more room than last year in certain key areas. The rear seat compartment has almost four inches more leg room and nearly three inches more knee room than in 1979. There's a new deep-well trunk that, with the standard minispare, provides 17.7 cubic feet of storage space — 2.1 cubic feet more than last year. The deep-well design permits upright storage of large suitcases, grocery bags and other cargo. In addition, the decklid has a low liftover height for easy loading and unloading.

Other new convenience features added to Thunderbird include inertia seat-back releases, continuous-loop seat belts, a trip odometer and easy-to-reach, steering-column-mounted controls for the horn, headlight dimmer and wind-

shield wiper and washer.

Additional improvements for 1980 are a fluidic windshield washer with single oscillating jet stream, and a new master-control seating position for the driver that offers a more commanding view of the road. Furthermore, new P-metric radial-ply tires are now standard on Thunderbird; they offer less rolling resistance than conventional radials, resulting in improved fuel economy. Also worth noting: The 1980 Thunderbird is covered by a new corrosion perforation warranty.

Two V-8 powerplants are offered in 1980: a new standard 4.2-liter (255-CID) engine and an optional 5.0-liter (302-CID) engine. Both team with a SelectShift automatic transmission. Available as an option with the 5.0-liter engine is a new Automatic Overdrive Transmission — a Ford Motor Company first. It features a mechanical lockup overdrive fourth gear designed to provide improved fuel efficiency at highway speeds.

Thunderbird offers distinctive styling choices. For example, the

optional Exterior Decor Group provides a half-vinyl roof with the standard large quarter windows, vinyl-insert bodyside moldings, dual remote-control mirrors, bodyside paint stripes and luxury wheel covers. Thunderbird equipped with the optional Exterior Luxury Group has a padded half-vinyl roof with wrap-over band, opera windows, plus the other Exterior Decor features.

The luxury of the Town Landau includes appointments from the Exterior Luxury Group, plus: coachlamps, hood and decklid stripes, color-keyed rear window moldings, cast aluminum wheels, TR-type radials, Interior Luxury Group and more.

The Silver Anniversary Thunderbird, which begins production in December, will commemorate 25 years of personal-car excellence. Among the luxury features designed to celebrate the proud Thunderbird heritage are a silver glamour paint, a special roof treatment featuring high-gloss black wrapover molding and frenched rear window, silver luxury cloth

split bench seats, special door and quarter trim panels and special instrument panel appliques.

Four seat configurations are offered on Thunderbird for 1980 — a standard flight bench and optional split bench, low-back buckets and Recaro buckets. The Recaro seats, new this year, differ from other bucket seats in both shape and construction. They feature cushioned bolsters on the outer seat edges and in the lower-back area. For additional lumbar support, a removable foam cushion can be adjusted at the lower-back area. Recaro seats recline to a variety of positions. Seat height is adjustable, as is the leg-to-pedal slide, and the thigh support can be adjusted fore and aft.

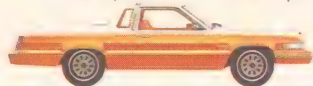
The 1980 Thunderbird introduces a number of remarkable electronic advancements. Principal among them is the optional Electronic Instrument Cluster, which includes a digital speedometer, electronic "bar graph" fuel gauge, miles-per-hour/kilometers-per-hour conversion switch, and elec-



Thunderbird, Exterior Luxury Group



Thunderbird, Exterior Decor Group



Thunderbird Town Landau

tronic digital clock. Also optional is a series of diagnostic warning lights situated across the upper tier of the instrument panel. These lights signal the following conditions: door ajar, low fuel, low washer fluid, headlights on, low beam out, brakelight out and tail-light out.

Another one of Ford's better ideas for 1980 is the optional Keyless Entry System. Five small, calculator-type pushbuttons in the driver's door act as your key. Pressing the buttons in the proper coded sequence unlocks the doors or decklid. The system also locks

the doors automatically.

Thunderbird's electronic magic carries over to sound systems, too, with three new electronic radios being offered in '80. One of these, the AM/FM stereo search radio

with cassette tape player, features a Dolby® noise-reduction system.

Also new on Thunderbird's 1980 option list is an Autolamp On/Off/Delay System. The system automatically turns the head-

lights on for night driving and off during daylight hours. Furthermore, it allows the driver a variable time delay of up to four minutes for automatic light turn-off after the ignition is shut off. □

Thunderbird with optional Exterior Decor Group





LTD four-door sedan

FORD LTD

AS QUIET

AS A ROLLS-ROYCE

THE modern-sized Ford LTD enters its second year giving cus-

tomers a wider choice of models with new LTD S low-series and LTD Crown Victoria luxury-series as well as providing a number of functional improvements, new options and design revisions — all to make the car even more appealing than last year.

Totally redesigned for 1979 with new, sophisticated technology, the six-passenger Ford LTD has the versatility to be an economical, totally practical trim-sized car or wagon, or a fancy, dressed-up sedan or Country Squire wagon.

New this year is the four-speed Automatic Overdrive Transmission, a first for U.S.-manufactured vehicles. This transmission, optional on the sedans' base 5.0-liter (302-CID) eight-cylinder engine and on the 5.8-liter (351-CID) V-8,

combines the convenience of automatic shifting with two highway fuel-saving features — an overdrive gear ratio and mechanical no-slip power flow. In the "D" position for overdrive, the transmission automatically selects the best

time to shift into fourth gear for optimum fuel economy.

Added sound insulation and body-mount revisions make Ford LTDs even quieter than last year. In fact, Ford engineering tests have demonstrated that this year's

LTD Crown Victoria two-door sedan





Interior Luxury Group with optional leather seating surfaces

LTDs ride as quiet as a Rolls-Royce Silver Shadow four-door sedan.

Getting in and out of Ford LTDs is easy because of large door openings and the "tilt-a-way" door hinge design that provides more head room between the door and roof. Those who need lots of trunk space will appreciate the deep-well design that allows upright storage of grocery bags and most suitcases. With the standard mini-spare tire, the trunk has 22.4 cubic feet of space. The decklid's exceptionally low lift-over height makes for easy

loading and unloading.

The 1980 model lineup begins with the new LTD S, available as a four-door sedan or station wagon. New standard equipment on this and on all other models includes P-metric radial tires for less rolling resistance and better fuel economy, Travelers Advisory Band on all radios, color-keyed rear license plate housing, and front bumper guards. For 1980, all Ford LTDs are covered by a new corrosion perforation warranty.

Continuing as standard equipment on all LTDs are the 5.0-liter engine, SelectShift automatic transmission, DuraSpark electronic ignition, power steering, power front disc and rear drum brakes, deluxe wheel covers and wheelip moldings.

There's a lot for the money in the LTD S passenger compartment, too, such as full bench seat with knit cloth and vinyl seat trim, color-keyed cut-pile carpeting, all-vinyl door trim panels with wood-tone inserts, color-keyed instrument panel, illuminated bin-type

glove box, deluxe color-keyed four-spoke steering wheel and more.

Ford LTD two- and four-door sedans and wagon, the next step up, have a new front look with dual rectangular headlamps and grille texture. The addition of the Luxury Sound Package as standard equipment makes this model even quieter than last year.

Above and beyond the LTD S model's standard equipment, the Ford LTD comes with lefthand remote-control mirror, dual-note horn, decklid or tailgate tape stripes, brushed lower decklid appliqué, woodtone instrument panel appliqués, new halogen headlights that replace the conventional tungsten-beam headlights, and window frame, vinyl-insert bodyside and hood rear moldings.

The LTD Crown Victoria is Ford Division's epitome of full-sized luxury and convenience.

LTD Crown Victoria two- and four-door models provide a full complement of luxury touches: padded half-vinyl roof with brushed aluminum roof wrapover

molding, new hood ornament, 18-ounce cut-pile carpeting, added sound insulation, seat-belt reminder chime, flight-bench front seat with fold-down center armrest, deluxe door trim panels and more.

Country Squire, the top-of-the-line station wagon whose hallmark continues to be woodtone vinyl bodyside paneling, has several more standard items for 1980, including new hood ornament, new luxury instrument panel treatment, deluxe door trim panels, 18-ounce cut-pile carpeting, seat belt reminder chime, lefthand remote-control mirror, color-keyed deluxe seat belts with comfort regulator feature, and cargo area light.

Ford Division's full-sized Ford cars always have offered a plethora of options, and this year is no exception with the addition of cast aluminum wheels, Autolamp On/Off/Delay System, leather trim, leather-wrapped steering wheel, pivoting front vent windows, dual illuminated visor-vanity mirrors (not on LTD S models) and Traction-lok axle.

Ford LTDs offer more electronically, too. For 1980, the all-electronic AM/FM stereo search radio — available last year only with eight-track tape player — now may also be ordered as a radio only or with cassette tape player and Dolby® noise-reduction system.

All Ford station wagons, from the LTD S on up, continue to offer the 3-Way Magic Doorgate, pioneered by Ford, which gives access

to 89.7 cubic feet of storage space with the rear seat folded down, enough for a standard-sized 4x8 sheet of plywood to be placed flat between the wheel wells.

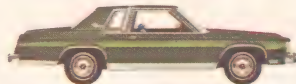
Continuing as popular wagon options are dual-facing rear seats (with removable seat cushions) that boost capacity from six to eight people and a deluxe luggage rack with velocity-sensitive air deflector. □



LTD two-door sedan



LTD Crown Victoria four-door sedan



LTD Crown Victoria two-door sedan



LTD S wagon



LTD S four-door sedan



LTD wagon



LTD four-door sedan



LTD Country Squire



Granada ESS four-door sedan

GRANADA

A MODERN AMERICAN

CLASSIC

THE classically styled compact Granada combines today's needs for efficiency with Ameri-

ca's traditional big-car values of smooth ride, comfort and convenience.

For 1980, Granada is updated with new options and trim and color selections. The new family of electronic-search radios, all with dual front and rear speakers, includes AM/FM stereo, AM/FM stereo with eight-track and

AM/FM stereo cassette with the Dolby® noise-reduction system. Seven new exterior paints, three new interior shades, three new vinyl roof colors and a new interior body cloth freshen the car line.

All Granadas come equipped with steel-belted radial-ply tires, manual front disc and rear drum brakes, DuraSpark electronic igni-

tion and coolant recovery system, and are covered by a new corrosion perforation warranty.

The standard powerplant for Granada is a 4.1-liter (250-CID) six-cylinder engine coupled with a four-speed manual overdrive transmission. The three forward gears are normally used in city driving, with overdrive reserved for the open road. The relatively low overdrive gear ratio reduces engine

speed without a decrease in vehicle speed, which gives better highway fuel economy. For added performance, an optional 5.0-liter (302-CID) V-8 engine is available with SelectShift three-speed automatic transmission.

Granada's front suspension incorporates thick bushings and insulators to reduce interior noise. The rear suspension features generously sized rubber bushings at

connection points that improve handling, prevent metal-to-metal contact and minimize noise and vibration.

As in the past, this five-passenger car comes in two- and four-door models with three distinctive trim levels from which to choose: Granada, Ghia and the European-flavored ESS.

Even the base Granada has a high level of standard appoint-

Four-speed manual overdrive transmission



Granada Ghia two-door sedan



ments that cannot be matched by many more-expensive cars: flight-bench seat with fold-down center armrest in all-vinyl seat trim, 10-ounce color-keyed cut-pile carpeting, all-vinyl door trim panels and door pull handles integral with armrest, inside hood release and color-keyed instrument panel with burled woodtone appliqué.

Granada is equally impressive on the outside with standard chrome-plated grille and bumpers, bright stainless-steel full wheel covers, and large tricolored tail-lights with integral side marker lamps. In addition, there's bright molding on many trim items and exclusive "Twindow" opera windows on two-door models.

Granada Ghia for 1980 is the plushiest in the car line. It comes equipped with bodyside, hood and decklid paint stripes; distinctive Ghia badges; wide color-keyed bodyside moldings with integral wheelip moldings; lower back panel of Odense grain vinyl; color-keyed wheelcovers, and bright left-hand remote-control rearview

mirror. Inside, you'll find more luxury with handy seat-back map pockets, deluxe door trim with burled walnut woodtone sill appliqué, deluxe steering wheel with matching woodtone appliqué, color-keyed seat belts, Deluxe Sound Package and seat belt warning chimes that replace the buzzer.

Ford designers interpreted European automobile styling on the Granada ESS via blackout grille; black windshield wipers, window frames, bodyside moldings with bright inserts, rocker panels and back panel appliqué; louvered opera window appliqué on two-doors; hood and decklid paint stripes; color-keyed dual remote-control sport mirrors and wheel covers, and wide wheelip moldings.

Inside, Granada ESS delivers more European flavor via bucket seats with European-styled head restraints, all-vinyl trim and seat-back map pockets, seat belt warning chimes, Deluxe Sound Package and leather-wrapped steering wheel.

Another popular styling option for Granada and Ghia models is the Tu-Tone paint-and-tape treatment, which is now available in four color combinations. □



Granada two-door sedan



Granada Ghia two-door sedan



Granada ESS two-door sedan



Granada four-door sedan



Granada Ghia four-door sedan



Granada ESS four-door sedan



Mustang three-door

MUSTANG

A SPORTS CAR

FOR THE '80s

MUSTANG is a sports car . . . a personal car . . . a family car

Mustang can be all of these vehicles, depending on its owner's whims. The car's exceptional versatility is rooted not only in its

impressive range of models, but also in its choices of powertrains, option packages and individual options.

Perhaps the biggest news about the 1980 Mustang is its certifica-



Mustang two-door with optional Carriage Roof

tion only a few months ago as a "sports car" by the United States Auto Club (USAC), the nonprofit organization that sanctions and conducts many prestigious auto races, including the Indianapolis 500.

Other important news about the 1980 Mustang is its realigned powerteam for improved fuel economy. The 2.3-liter overhead cam four-cylinder remains the standard

engine, while its optional turbocharged version provides plenty of reserve power for passing or freeway merging.

The 3.3-liter (200-CID) 1V six-cylinder engine, which was introduced with SelectShift automatic transmission at mid-year in all states but California, will now be available with SelectShift transmission in 50 states and with four-speed manual overdrive transmis-

sion in 49 states. The new, top-of-the-line 4.2-liter (255-CID) V-8 engine is the first of Ford's "Engines of the '80s."

For this year, dual rectangular halogen headlights replace conventional tungsten sealed-beam headlights. Also new as standard equipment are P-metric steel-belted radial-ply tires that provide less rolling resistance. In addition, a new corrosion perforation warranty covers the 1980 Mustang.

Also standard on the Mustang two-door are high-back bucket seats, color-keyed door trim panels with carpeting on lower panel, deluxe color-keyed cut-pile carpeting, color-keyed instrument panel with woodtone appliqué, lockable glove box and more.

The Sport Option for the two-door is part of the three-door's standard equipment and provides sport wheels with bright trim rings, black window surround, black rocker panel moldings, wide body-side molding system with dual accents, and sport steering wheel.

Although all Mustangs are

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*Welcome
to the
1979*

*Preview of
the new
Ford Auto Club*

The new Ford Auto Club

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It's easy to join the new FORD AUTO CLUB. Simply fill out your enrollment form and return it to us before November 26, 1979. You can charge the low annual cost of \$29.75 (less than 9¢ a day) to your VISA or Master Charge account, or if you prefer, send a check or money order with your enrollment form. This entitles you to Charter Membership... plus, it covers all your cars (including recreational vehicles) no matter how many.

When joining an auto club to best serve your needs as a motorist, turn to someone you can trust—FORD AUTO CLUB.

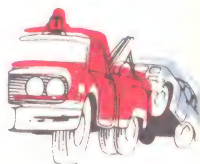
Please read about all of the important features and see for yourself why the FORD AUTO CLUB is a better idea for you.



*Offered by American Road Services Company, a subsidiary of Ford Motor Company.

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Costs Less Than 9¢ A Day



**IN EVERY WAY
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MEANS VALUE!**

*The Closer you
look the better
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Charter Membership Inclu

- 1. EMERGENCY ROAD AND TOW REIMBURSEMENT** *The new Ford Auto Club will reimburse you up to a full \$30.00* per disablement. Whether you need towing...gas delivery...a battery boost...changing of a flat tire...or any other road services performed at the site of disablement, Ford Auto Club honors all service facilities, so you're not restricted to using authorized stations only.*
- 2. CUSTOM TRIP ROUTING** *If you're planning a vacation and want to know the best way to reach your destination, Ford Auto Club's Custom Trip Routing Service will satisfy your needs. We'll send you a complete Trip Routing Package, including maps, helpful hints, and a lot of interesting information. PLUS, you'll also receive a Mobil Travel Guide (\$4.95 value) for your destination area at no extra cost.*
- 3. EMERGENCY TRAVEL EXPENSE REIMBURSEMENT** *If your car is disabled by collision, and you're more than 100 miles from home, Ford Auto Club wants to help you out, with as much as \$200.00* reimbursement for emergency travel expenses. This covers expenses incurred for up to three days following the disablement of your car.*
- 4. CREDIT CARD REGISTRATION SERVICE** *With Credit Card Registration Service, Ford Auto Club will keep on file a list of your credit cards and the account numbers. If they're lost or stolen, one phone call may free you of obligation for any unauthorized charges* and also speed your new credit cards on their way to you.*
- 5. 24-HOUR-A-DAY TOLL-FREE PHONE SERVICE** *Have a question about any of the benefits, services, or discounts you're entitled to as a Ford Auto Club Member? Just give us a toll-free call, 24 hours a day from anywhere in the Continental U.S.A. (the number is on your membership card). You'll be personally assisted by a Ford Auto Club representative.*
- 6. LEGAL DEFENSE REIMBURSEMENT** *If you want to fight a traffic violation in court, we'll reimburse you or your spouse for Legal Defense...\$50.00 to a maximum of \$500.00* depending upon the offense.*
- 7. \$200.00 ARREST BOND AND \$5,000.00 BAIL BOND PROTECTION** *On the reverse side of your Ford Auto Club card is an Arrest Bond Certificate that's good for up to \$200.00* in lieu of an appearance bond. For greater protection, bail bonds up to \$5,000.00* will be provided through agents of National Surety Corporation.
Use this service if you or your spouse are charged with violation of any motor vehicle law except driving without a permit, driving under the influence of drugs or alcohol, for a felony, or for failure to appear. No extra charge is made for any of these services unless you forfeit bond by failing to appear.*
- 8. \$500.00 AUTO THEFT REWARD** *Make sure that the Ford Auto Club Theft Reward Decal is on your car window. Ford Auto Club will pay \$500.00 reward for information leading to the arrest and conviction of anyone who steals an automobile owned by you or your spouse.*
- 9. \$5,000.00 "ALL RISK" ACCIDENTAL DEATH AND DISMEMBERMENT PROTECTION** *This coverage will automatically increase by \$1,000.00 every year you renew your membership in the Ford Auto Club, up to a maximum of \$10,000.00. It's worldwide coverage, 24 hours a day.
If you wish, you may divide this \$5,000.00* protection between you and your spouse simply by completing and returning the "split-benefit" option card in your Membership Kit.*

des These Outstanding Features

10. **\$50.00 AMBULANCE SERVICE REIMBURSEMENT** If you or your spouse are involved in a vehicle accident and require the services of an ambulance, Ford Auto Club will reimburse you as much as \$50.00. It doesn't matter if the accident occurs while you're in your own car, riding in a common carrier, or struck by any vehicle.
11. **CAR RENTAL DISCOUNTS** At participating Hertz Locations or Participating Ford or Lincoln Mercury Dealerships, your Ford Auto Club Membership Card is good for a substantial car rental discount. Your discount varies from the U.S.A. to other nations.
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15. **PERSONAL CHARTER MEMBERSHIP KIT** You'll receive: Charter Member I.D. Card (one for yourself, and one for your spouse), a Member's Handbook with detailed descriptions of club benefits and services, 24-Hour Toll-Free Phone Number, Theft Reward Decal, Arrest Bond Certificate, Registered Key Chain, and a Charter Member Reflective Decal. You also get a claims form, trip routing request card, and more.
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You can charge your membership to your Visa or Master Charge, or send a check today.

(a) limited by law to \$25.00 in Virginia and North Carolina (b) limited to \$100.00 in Virginia. (c) your liability may be limited by Federal law to \$50.00 per credit card. (d) by law not available in New York; limited to \$300.00 in North Carolina, \$200.00 in Virginia, \$400.00 in Kansas. (e) by law arrest bond not available in California. (f) by law bail bond not available in Kentucky. (g) Accidental Death and Dismemberment coverage is provided to Ford Auto Club under policy CL-1950 through EMMCO Insurance Company, P.O. Box 222133, 800 W. Airport Freeway, Dallas, Texas 75222. In Texas under policy GADD-1951. In Utah under policy GADD-1952. In Oregon under policy GADD-1953, and in California under policy GADD-1954. See Member's Handbook to be furnished for the actual terms and conditions.



(Tear Along This Edge) Fold Over... Moisten and Seal
If paying by check or money order, enclose before sealing.

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- To identify you *and* your spouse as Charter Members, you'll *each* receive a beautiful Charter Member's Card Show it proudly for discounts and services wherever you go!
- Plus...you get the distinctive Ford Auto Club* Charter Member decal to display on your car.

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*Offered by American Road Services Company, a subsidiary of Ford Motor Company.

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Send me my Charter Member's Kit with Charter Membership Cards for me and my spouse... PLUS send me my Surprise Bonus for joining before November 26, 1979. I understand that Membership is subject to the terms and conditions of the Member's Handbook to be furnished. Either the member or the Club may cancel at any time and the member will receive a pro rata refund of the membership fees. Membership will become effective seven days after receipt of Enrollment Card.

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3. Place it in the nearest mailbox.
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You can count on receiving the same quality service and product excellence that have been the hallmark of our parent, Ford Motor Company, for more than 75 years. And now, the new Ford Auto Club is proud to continue the commitment of serving the nation's motorists all along the American Road.

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**Become a Charter Member
by November 26, 1979, and
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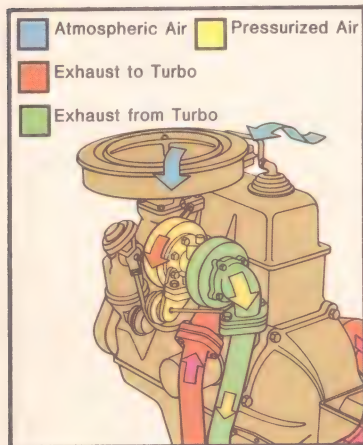


A better idea,
for your motoring needs.

sports cars, the sportiest is the Cobra, which gets improved aerodynamic performance with new front- and rear-end styling straight from the 1979 Mustang Indianapolis 500 Pace Car.

The Mustang Cobra also comes equipped with standard turbocharged 2.3-liter engine, four-speed floor-shift manual transmission, Michelin TRX tires with metric forged aluminum wheels,

Turbocharged 2.3-liter engine



specially tuned suspension, sport-tuned exhaust system and 8,000-rpm tachometer.

If it's luxury you want to exude, the Ghia is the logical choice, with its full wraparound bodyside molding system, turbine-styled wheel covers, "Ghia" identification badges, dual black remote-control mirrors and pinstriping.

Inside the Ghia, there are low-back vinyl buckets featuring adjustable, European-styled headrests; convenience pockets in the color-keyed door panels; passenger-side visor-vanity mirror; roof-mounted passenger grab handle; luxury-weight cut-pile carpeting; Light Group, and more.

One of Mustang's showiest new features is the optional Carriage Roof, a vinyl roof treatment that gives two-door Mustangs a convertible look. Another notable Mustang option is Recaro bucket seats; they debuted on the 1979 Mustang Indy Pace Car and provide reclining seat back, backrest with side supports, and adjustable headrest and thigh supports. □



Mustang two-door



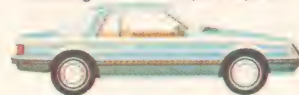
Mustang three-door



Mustang two-door, Exterior Accent Group



Mustang two-door, Sport Option



Mustang Ghia two-door



Mustang Ghia three-door



Mustang Cobra three-door



Fairmont Ghia four-door sedan

FAIRMONT

EFFICIENT MID-SIZE

FAIRMONT, Ford's record-breaking, efficient mid-sized car, becomes an even more efficient automobile in 1980 with the addition of an optional turbocharged 2.3-liter overhead cam engine, new optional

smaller V-8 engine and other new features.

First-year sales of two- and four-door sedans and station wagons totalled 422,690, good enough to make Fairmont the most successful new nameplate ever introduced in America. Its popularity was the result of many factors: It offers the fuel and operating economy of a compact, the interior roominess of a mid-sized car and

the wide choices of options, body styles and powertrains usually reserved for a larger car.

For the start of the '80s, Fairmont's base 2.3-liter four-cylinder engine can be fitted with a turbocharger. Teaming with a smooth, three-speed automatic transmission, the turbocharged 2.3-liter engine provides extra acceleration when you need it for passing and for freeway merging.

Interior Accent Group with optional cloth and vinyl bucket seats



2.3-liter engine





Optional rear window wiper/washer

A 4.2-liter (255-CID) V-8, the first of Ford's "Engines of the '80s," is Fairmont's new top-of-the-line engine. Derived from the 5.0-liter (302-CID) V-8, it is designed to meet the requirements of today's new engines, such as improved emission control and low fuel consumption.

Fairmont's other optional powerplant is the economical 3.3-liter (200-CID) in-line six-cylinder engine, which may be coupled with



Fairmont Squire

either the four-speed overdrive manual transmission or the optional SelectShift three-speed automatic transmission.

New P-metric high-pressure radial tires now are standard on all Fairmonts. Because they provide less resistance to the road than do conventional radials, fuel economy and handling are improved. Fair-

mont's fine-tuned handling is also due to its coil-strut front suspension, four-bar coil-link rear suspension, front disc brakes and rack-and-pinion steering.

All 1980 Fairmont models are covered by a new corrosion perforation warranty.

Both Fairmont two- and four-door sedans are roomy enough for

five adults, and now their luggage capacity is increased to 16.8 cubic feet, thanks to the new standard mini-spare tire that results in a flat luggage compartment floor.

The Fairmont sedans' spacious interior has been restyled with a new double-bucket sew style for both cloth and vinyl bench seats, three new colors and new partial vinyl door trim with woodtone and bright trim.

For the maximum in Fairmont luxury, the choice is simple: the Ghia, with flight-bench front seat with fold-down center armrest, deluxe cloth trim, 18-ounce cut-pile carpeting, new leather-wrapped steering wheel and more. On the outside, Ghia includes dual mirrors, "Ghia" badge on the decklid,

Ford Division reserves the right to discontinue or change specifications or designs at any time without notice or obligation. Some features shown or described are optional equipment items that are available at extra charge. Some options are required in combination with other options. Always consult your Ford dealer for the latest, most complete information on models, features, prices and availability.

hood ornament, deluxe wheel covers and special moldings and tape stripes.

European-styled handling and trim features come via the ES Option with Handling Suspension Package with rear stabilizer bar, larger front stabilizer bar, unique shock absorber valving and other fine tuning of the suspension.

The ES Option's exterior features black grille, cowl grille, window frames, quarter window ventilation louvers and lower back panel; turbine wheel covers, and deluxe bumper group. On the interior are black sport steering wheel and column, and color-keyed instrument panel and package tray.

The four-door Fairmont station wagon and Fairmont Squire have most of the functional, convenience and comfort features of the sedans, and then some.

The wagons' quick, one-hand release makes it easy to fold down the second seat, which opens up 79.5 cubic feet of cargo space, about 84 per cent of full-sized wagon capacity. Also standard are

"liftgate open" warning light, cargo-area light and color-keyed cargo-area carpeting.

The top-of-the-line Fairmont Squire features even more standard items: woodtone vinyl body-side, liftgate and rail surround; deluxe wheel covers; bright left-hand outside mirror; hood ornament; "Squire" script; Interior Accent Group, and bright window frames and belt moldings. □



Fairmont two-door sedan



Fairmont four-door sedan



Fairmont wagon



Fairmont Squire



Futura with Ghia Option

FUTURA

DRIVE TOMORROW

TODAY

THE 1980 Fairmont Futura has many of tomorrow's automotive features today.

For instance, it can be turbo-powered. The optional turbocharg-

er, fitted to the base 2.3-liter four-cylinder engine with automatic transmission, provides extra performance when you need it.

With the turbocharged 2.3-liter engine comes the Performance Instrumentation Option, which consists of these features: tachometer, oil pressure and engine temperature gauges, ammeter, trip odometer and boost indicator that shows when the engine manifold pressure

rises above a set value.

A new 4.2-liter (255-CID) V-8 is the Futura's top-of-the-line engine, while the other optional powerplant is the 3.3-liter (200-CID) 1V six-cylinder engine.

For 1980, Futura receives halogen headlights, which are lighter in weight, brighter and consume less power than their tungsten sealed-beam counterparts — today's conventional headlights.

Futura's new standard P-metric high-pressure radial-ply tires provide less rolling resistance than conventional radials, which increases fuel economy and road handling ability. Front bumper guards and a mini-spare tire that boosts luggage capacity to 16.1 cubic feet also debut on Futura this year. In addition, the 1980 Futura is covered by a new corrosion perforation warranty.

Futura features a sporty yet sophisticated design, complete with its own unique front-end treatment

with dual rectangular headlights, wrapover roof pillar and wrap-around taillights.

Standard interior items include pleated seat trim, luxury door panels, deluxe steering wheel, high-gloss woodtone instrument panel appliqué, deluxe sound package and color-keyed seat belts.

For an even sportier Futura, there's the optional Futura Sport Group, which adds charcoal-and-argent-painted grille, color-keyed turbine wheel covers, smooth hood with no hood ornament and an

over-the-roof tape stripe.

The Ghia Option provides the ultimate in Futura luxury. It has its own choice of color schemes, each with matching color-keyed vinyl roof. The inside holds a flight-bench front seat with fold-down center armrest, new luxury velour cloth seat inserts and luxury four-spoke steering wheel.

Futura also has its own new Tu-Tone paint schemes this year, along with nine new exterior paints, three new vinyl roof shades and four new interior colors. □

Ghia Option's interior



Fairmont Futura



Fairmont Futura, Sport Group



Fairmont Futura, Ghia Option



Pinto three-door Runabout

PINTO

COMPARE PINTO. IT MAY
BE THE BEST SMALL-CAR
VALUE OF 1980

IN 1980, Pinto continues to be an excellent small-car value. Pinto offers a wide choice of models: Pinto Pony (two-door and wagon), two-door sedan, three-door Runabout and station wagons.

Pinto's long standard equipment list includes:

- 2.3-liter overhead cam four-cylinder engine
- four-speed manual shift transmission
- rack-and-pinion steering
- manual front-disc brakes
- front stabilizer bar
- full wheel covers

- high-back bucket seats
- split rear-seat cushion with solid back
- padded color-keyed door panels
- mini-console
- color-keyed 10-ounce carpeting
- luggage compartment rubber mat.

Also standard on all but Ponys are:

- bumper rub strips
- bright window frames
- electric rear-window defroster
- tinted glass

2.3-liter engine



- AM radio with Travelers Advisory Band (may be deleted for credit)
- vinyl-insert bodyside moldings
- color-keyed instrument panel, steering column and wheel.

Pinto's look is freshened this year with seven new exterior colors, three new interior color schemes and two new fabrics for standard and Interior Decor Group seats. There's also a revised Tu-Tone paint-and-tape scheme

available in four exciting combinations.

If you're after a performance look, try the Rallye Pack option, introduced just last spring on Runabouts and station wagons. The package includes white styled-steel wheels and trim rings, front air spoiler, quarter filler panel with porthole (wagon only), rear air spoiler (three-door only), and Sports Package option — sport steering wheel and instrumentation cluster with tachometer, am-

Pinto Squire



meter and temperature gauge.

The Cruising Package gives Runabouts and station wagons a youth-oriented appearance by adding vibrantly colored body striping, charcoal-colored grille, and quarter filler panels that make wagons look like mini-vans.

Pinto sedans and Runabouts get a European road car look with the ESS Option's premium body-side molding, charcoal-colored grille, styled steel wheels and trim rings, black dual racing mirrors and other black-painted trim components, ESS nameplate on fender and Sports Package.

It's not surprising nearly 30 per cent of all Pintos sold are station wagons; they're a super value and offer loads of room for the money. Just consider these statistics: They hold four adults, plus 31.3 cubic feet of cargo with the rear seat up or two adults and 57.2 cubic feet of cargo with the rear seat down.

The Pinto Squire wagon features woodtone vinyl bodysides, liftgate panels and rail surrounds; plus brown bodyside molding,

bright grille and headlight doors, and interior dress-up items such as low-back bucket seats with deluxe trim, sound insulation package and instrument panel woodtone appliqué.

Other Pinto options are Select-

Shift automatic transmission, SelectAire conditioner, flip-up open-air roof, four-way manual driver's seat and a wide variety of radio systems and wheels.

A new corrosion perforation warranty covers all 1980 Pintos. □



Pinto Pony two-door sedan



Pinto two-door sedan



Pinto Runabout, Cruising Package



Pinto Runabout, ESS Option



Pinto Runabout, Rallye Pack



Pinto Pony wagon



Pinto wagon, Exterior Decor Group



Pinto Squire



Pinto wagon, Rallye Pack



Pinto wagon, Cruising Package



Fiesta with Decor Group Option

FIESTA

WUNDERCAR!

IF YOU'RE looking for a small, imported, front-wheel-drive car, try Fiesta.

It's a proven winner in Europe where it has captured "Car of the

Year" or similar awards in seven countries and in the United States where it has won another set of accolades, including "Most Significant New Import" in the 1978 *Car*

and Driver Readers' Choice Poll.

Since the little Wundercar's European debut in the fall of 1976, more than one million have been sold throughout the world.

Fiesta comes equipped with a 1.6-liter overhead-valve engine, Weber 2V carburetor and fully synchronized, floor-mounted four-speed manual transmission. Its performance and handling are further enhanced by front-wheel drive, MacPherson strut front suspension, rack-and-pinion steering and Michelin steel-belted radial-ply tires.

Fiesta's transverse-mounted engine eliminates the driveshaft, providing a flat floor and room for four adults.

The car's three-door hatchback design incorporates a rear seat that folds down to provide 29 cubic feet of storage space. In addition the rear hatchback door extends down almost to the bumper for easy loading and unloading of groceries, luggage or sports equipment.

For 1980, Fiesta is offered in four trim levels: standard, Decor,

Sport and Ghia. Inside and out, these models are more colorful for 1980, with several new exterior colors. A new interior shade — Bitter Chocolate — replaces Black, while a redesigned Sport Option cloth trim may be ordered in place of the standard vinyl trim. The standard Fiesta now comes with bumper rub strips.

Options such as flip-up open-air roof, power front disc brakes, cast-aluminum wheels and rear-window wiper/washer make this sporty European even sportier.

One of Fiesta's best selling points is its excellent serviceability: Some of its major components do not require scheduled maintenance or are self-adjusting, while others are conveniently located for checks or repairs. On top of this, Fiestas can be serviced at more than 5,200 Ford dealerships selling Fiesta in this country — more than any other imported car provides.

Like all other 1980 Ford Division cars and light trucks, Fiesta has a new corrosion perforation warranty. □



Fiesta's fold-down rear seat



Fiesta three-door hatchback



Fiesta, Decor Group Option



Fiesta, Sport Group Option



Fiesta, Ghia Group Option

LIGHT TRUCKS

FROM SMALL TO BIG,

FORD'S GOT THEM ALL!

FORD DIVISION has a light truck to meet virtually every trucker's needs with its F-Series pickups and Bronco utility vehicle — the first new trucks of the '80s — plus the Courier mini-pickup, Econoline Van and Club Wagon with seating for up to 15.

The F-Series pickups meet the needs of the coming decade with these features truckers have asked for: more payload capacity than last year's models with comparable GVWRs, America's only 4x4 pickup with new Twin-Traction Beam independent front suspension, all-new cab with many comfort features, new anti-theft measures and more.

New to the lineup this year is a Six-Wheeler model with dual rear wheels that, when equipped with the optional Heavy-Duty trailer

towing package, can tow trailers — including fifth-wheel applications — weighing up to 8,000 pounds. The SuperCab, a two-door extended cab with room to seat six, has new Twin-Windows and two new options — a color-keyed console and high-back, reclining captain's chairs.

F-Series' redesigned interior

has one inch more leg room for a total of almost 41 inches, nine per cent more glass area on Regular Cab models, new Regular Cab seat construction with flex-o-lator mat and full foam padding, glove box liner with depressions for cups and coins, double wall roof, rigid seat belt holsters for one-hand operation, and easier seat track adjust-

Ranger F-150 4x4



ment. The new master control seating position is accompanied by a color-keyed instrument panel with brow cluster containing lights for turn signals, high-beam headlights, brake warning, fasten seat belts, and 4x4 mode with optional four-wheel drive.

The luxury leader of the new Ford pickup line is Ranger Lariat. Outside, the handsome new styling is accented by brushed aluminum lower bodyside molding with vinyl insert, and bodyside Lariat tape stripe. Inside are special seat-trim styles in vinyl or cloth and vinyl. The Lariat instrument panel has a woodtone appliqué and bright "Ranger Lariat" script. Three other F-Series trim levels are offered: Custom, Ranger and Ranger XLT. In addition, two new Free Wheeling packages are available on Ford's 1980 pickups.

F-Series 4x4s — and Bronco — become the only American-built four-wheel-drive vehicles with new Twin-Traction Beam independent front suspension in which each front wheel steps over bumps



Captain's Club Wagon (above) and Econoline Van with Chateau trim



individually, producing a better ride and better off-road control than conventional single-beam 4x4 suspensions.

Four new electronic options to enhance vehicle control and driving pleasure are offered on the 1980 F-Series: second-generation electronic speed control with "resume" feature, an electronic clock that displays time, elapsed time and date, and AM/FM stereo radios with eight-track or cassette tape player.

Also debuting on the 1980 F-Series pickups are these offerings: 10 new exterior colors; Victoria Tu-Tone paint-and-tape treatment; three new interior colors; new vinyl, cloth-and-vinyl, and knit vinyl upholsteries; Accent Tape Stripe, and lower bodyside vinyl-insert molding.

Bronco not only is a tough off-road vehicle, it also is comfortable enough to be used every day for family fun, errand-running or business. For instance, with the optional front bench and flip/fold rear bench seats, Bronco can carry up to six passengers and their gear.

You can design extra comfort and luxury into your Bronco with optional appearance packages ranging from the luxurious Ranger XLT to the two upbeat, youth-oriented Free Wheeling packages.

Added to Bronco's already impressive option list for the new model year are AM/FM stereo radios with cassette or eight-track tape player and four speakers, underhood tool box, heavy-duty air cleaner, fog lamps, auxiliary heater and Sports Instrumentation

Group, which includes 6,000 rpm tachometer, trip odometer, ammeter and oil pressure gauge.

Courier is a lot of truck in a small package. This stylish little truck carries more payload — standard 1,400 pounds — than some full-sized models.

For 1980, Courier buyers have a wider choice of optional appearance packages with which to personalize their vehicles. For instance, the new Exterior Decor Group is an especially economical

Bronco Ranger XLT with Victoria Tu-Tone





Courier XLT with Free Wheeling Package "B"

means of dressing up the truck with a selection of body moldings. Two versions of Ford Division's popular Free Wheeling packages now give an especially sporty look.

Standard on this tough little truck are power-assisted front disc and self-adjusting rear drum brakes; variable-ratio steering; vinyl bench seat with hinged back for easy access to the storage area; wraparound taillights with integral

turn signals, stop lights and back-up lights; dome light; inside hood release, and keyless door locks.

The first of the "out front" passenger vans, the Club Wagon is for those buyers looking for a vehicle for recreation, everyday family use or car-pooling.

In addition to the standard Club Wagon trim level, there are Custom and Chateau trims with increasing amounts of luxury, con-

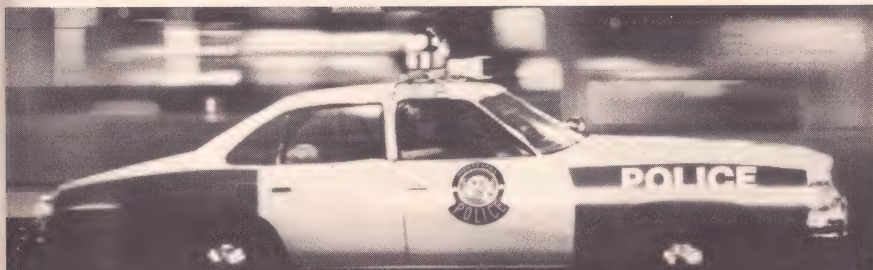
venience and comfort.

The optional Captain's Club Wagon package includes many special features also offered as separate options — quad captain's chairs that recline and swivel, snack-and-game table, combination rear seat and bed, privacy glass, deluxe accent combination Tu-Tone paint, bodyside accent tape stripe — plus these exclusive items: full-length 35-ounce carpeting and deluxe headliner with three dual-beam dome/map lights.

The Super Wagon comes with 20 more inches of inside length over the regular 138-inch wheel-base Club Wagon for extra seating or gear.

Like the Club Wagon, the 1980 Econoline Van continues to feature body-on-frame construction and Twin-I-Beam front suspension to provide a tough van for both personal and commercial use. A full range of comfort and convenience options is available.

All Ford light trucks are covered by a new corrosion perforation warranty. □



MOTORCRAFT FILTERS ARREST DIRT AND SLUDGE

Big city police cars take brutal punishment. That's why we chose 63 of them (Ford, GM and Chrysler products) to test Motorcraft replacement parts.

Our test ran a total of one million miles. Through a wide range of weather conditions including winter temperatures well below zero. And, because they were on police cars, they had to survive extreme driving conditions. How'd Motorcraft do? Magnificently. Of 185 Motorcraft Oil Filters tested, all but two survived. And that includes filters made of treated paper as well as our exclusive rayon/cotton



design shown here. This Motorcraft FL-1A Dual Filter uses both rayon and cotton cleaning elements.

Compared to filters with paper elements this design can last up to three times longer!

Our Air Filters and Fuel Filters survived the same tough test ... And not one filter failed!

Every Motorcraft Air and Fuel Filter in the police car test made the grade. Our Air Filters did so well because we make them with a cellulose paper element and a resilient sealing surface so dirty air can't bypass the filter. Fuel Filters designed to effectively trap dirt



performed flawlessly.

Motorcraft parts: buy 'em, don't baby 'em.

The point is not that Motorcraft makes quality parts that work well for police cars, it's just that if Motorcraft Filters can survive a test like this, they should be able to take anything your kind of driving can dish out.

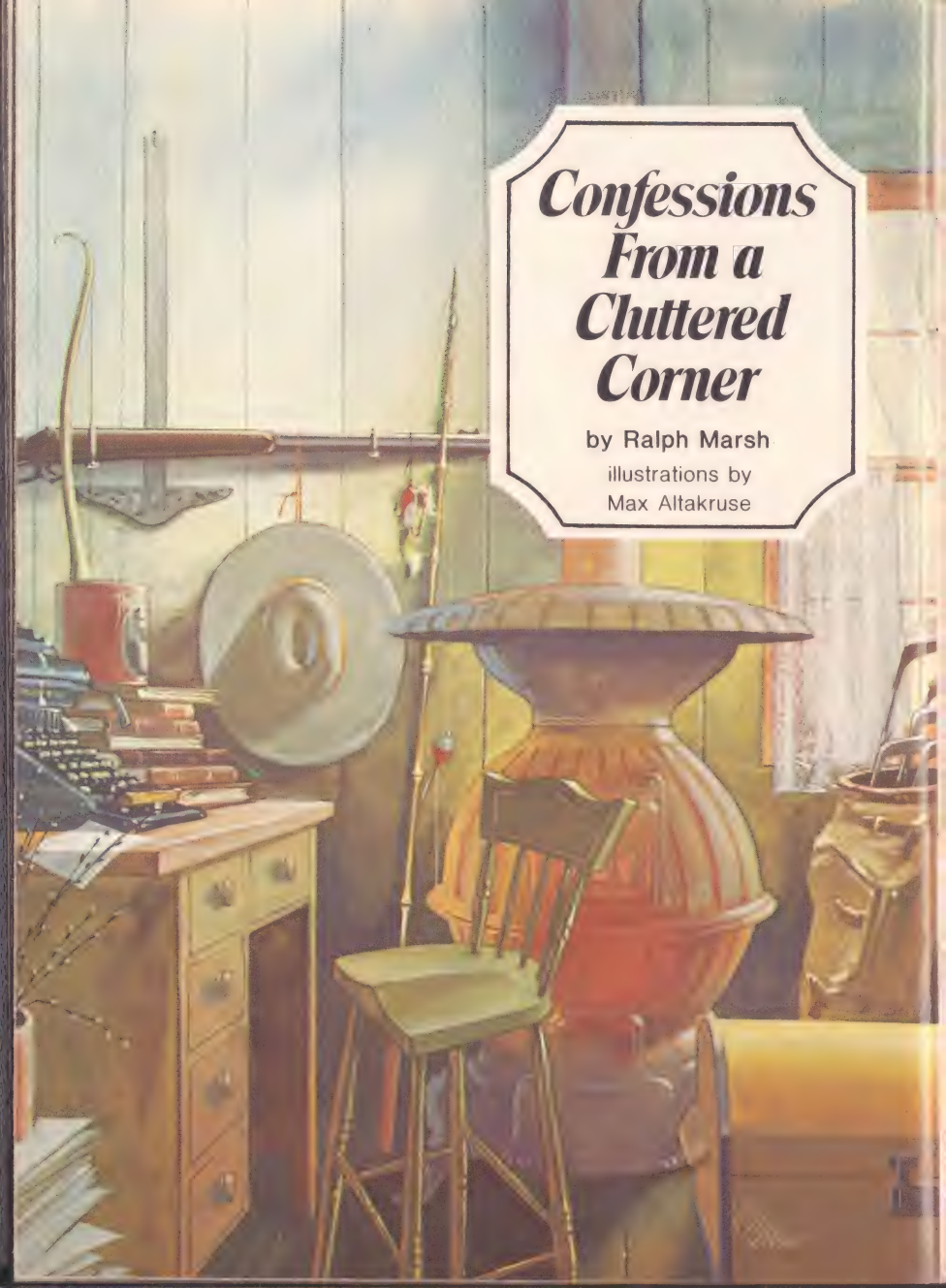
So if replacement parts are the last thing you want to worry about, the first thing you should do is ask for Motorcraft.



Motorcraft 



**DON'T ASK FOR TROUBLE.
ASK FOR MOTORCRAFT.**



Confessions From a Cluttered Corner

by Ralph Marsh

illustrations by
Max Altakruse

READED as one of four children and then father to four of my own, I was victimized in childhood by a mother who was an impeccable housekeeper and in adulthood by a wife who strove to outdo her. Thus the average time for an object I set down to remain in place averaged 55 seconds over 41 years of my life.

This deprivation of clutter led me to a secret dream: a place to be me. Mine.

I aspired to nothing so grand as a cabin in the woods, or even a shed out back. Just a walled-off corner somewhere, or maybe even that extra large closet, since our boys were chasing their lives elsewhere. A place where my spouse would fear to tread on her fuss-budgeting forays. Where things set down would remain in place until the wood discolored around them. I have such a place now, and it is absolutely beautiful, or was.

I built it slam-bang in the corner of the garage from rough-cut, warping pine timber with the inside left unfinished, like a line-shack from a Western novel. The room was further distinguished with a little pot-bellied stove, my octagon-barreled .22 rifle hanging over my desk and a favorite fishing lure hanging from the rifle. Then I placed my little Bear brush bow on the wall within convenient reach.

"Rest easy," I told them as I put them in their places. "No more being kicked from under the bed or out of the closet. No more missing disaster narrowly each time my wife conducts

her annual garage sale."

Then there came a gentle tapping on the door to my new mini-universe.

"Where do you want this?"

My wife asked the question from behind an armload of stuff.

"What is it?"

"Stuff you told me never to throw away."

It was a stack of newspapers, varying in color from light yellow to deep beige, and interspersed with several manila file folders.

"Over there by the stove," I said.

The little woodburning stove was the absolute finishing touch, I thought. It would be a simple thing to cut a small hole in the ceiling and put in a stovepipe . . .

The gentle tapping came again at the door.

"Where do you want this?"

"What is that?"

"Stuff you told me never to throw away."





It was a partially used repair kit for fiber glass, three old plastic briefcases from conventions somewhere, and an odd wood growth that bore an uncanny resemblance to a cow chip.

"Over by the antique typewriter," I said.

The typewriter was a special source of pride to me. It was a big, old blocky thing with a space bar made of actual wood and still bearing the seal of the International Typewriter Exchange that bragged of "100,000 satisfied customers." I had bought it for \$5 and it had never had a chance to be displayed properly until I got this little place of my own.

The tapping came again.

"Over there," I said, edging my chair aside and unable to keep a hint of irritation from my voice.

"Well," she said defensively, "it's all your stuff. I thought you'd want it."

It was a box containing a used telephone jack, an auto battery terminal, two turnpike toll receipts, some three-year-old cucumber seeds, three nails, a stub pencil, a broken plastic fishing cork, six motel room keys and a press identification tag from Mrs. Nixon's visit to Oklahoma City in 1972.

"Where in the world are you finding all of this stuff?"

"Under OUR bed," she said, "and in OUR closet, and stacked up in OUR utility room, and . . ."

"Never mind," I said.

"It is," she said, "stuff you told me never to throw away."

There was a broken smoking pipe, a spinner lure that wouldn't spin, a wood chisel, three whetstones and an engraved cigarette lighter from a job I left in 1967.

Those were only the first few things she brought in.

Then there was a knee-high stack of folders marked "miscellaneous," a three-foot-long cane-cutting knife, an old bag of golf clubs, and a high, four-legged stool made of cedar.

My wife was taking on the air of a woman set free.

Following came a can of Billy Beer, a porcelain figure of an Oriental woman riding sideways on an elephant, a small stone shaped like the state of Oklahoma, an old hand-held printing device, two dehydrated Jim Beam sponges, a small New Testament and a woodcarving of a man in a box.

I sat quietly in my own mini-universe, enjoying my surroundings and

yet dreading the tapping on the door.

Two blocks of marble, an old iron dustpan, three cowboy hats, one old trunk, a strip of leather and a woven basket over a yard long.

There was no mercy.

A base from a windup music box, a roll of very old restaurant table napkins and a little statue that says "Old fishermen never die, they just get tangled up in their flies."

A can of saddle soap, an old T square, a silver goblet, a carved wooden bowl and three Prince Albert cans.

How she hid that stuff for all those

years will remain forever a mystery behind those vaguely smiling eyes. But, there it all was, stacked in my room in ridiculous heaps.

Eventually I was cornered. Surrounded by me and what is mine. Tape recorder cassettes dated 1966, three old coin collector books, and a box of expensive checks on an obsolete account.

And, always, the tap on the door, even though there already is so much of mine in my beloved mini-universe.

There is only one problem. There's no room left for me. □





Favorite Recipes

FROM FAMOUS RESTAURANTS by Nancy Kennedy



RUDI'S RESTAURANT HOUSTON, TEXAS

This popular restaurant near the Galleria area features French and Italian cuisine and is a favorite gathering spot for chic Houstonians as well as visitors to the city. In addition to a variety of fish and veal dishes and pastas, there is a good wine list. Joseph Lucia and his son, Joe, Jr., are the hosts. Open for lunch and dinner every day except Sunday by reservation. It is at 1728 South Post Oak Road one block south of West Loop South (I-610) off San Felipe.

COUNTRY HOUSE RESTAURANT BARRE, VERMONT

In the granite center of the world, this restaurant with several dining rooms was originally built as a residence in 1873. Opened as a restaurant in 1949, it is now owned by Robert Brault and Mario Lorenzini. The cuisine leans heavily on Italian specialties, pastas and seafoods. Guided tours of the granite quarries and manufacturing plants are available to visitors. Open daily for lunch and dinner except Sundays and major holidays. It is at 276 Main Street in the center of town on State Highway 14 and U.S. Highway 302.

Veal-Fly-a-Way Birds

- 1½ to 2 pounds veal steak
- ½ pound prosciutto ham or smoked cooked ham
- ¼ cup grated Parmesan cheese
- ½ cup bread crumbs
- Few rosemary leaves
- ¼ teaspoon sage

Snapper Maison

- 4 red snapper fillets (6 ounces each)
- ¼ cup butter
- ¼ cup flour
- 1½ cups shrimp broth
- 1 cup diced cooked shrimp
- 1 cup lump crab meat
- ½ cup sliced mushrooms
- 2 tablespoons chopped chives
- ¼ cup sherry wine

Sauté fish until cooked and lightly browned, then remove to platter. Add butter to pan, melt and then stir in flour until blended. Add shrimp broth and simmer, stirring about 5 minutes until flour is cooked. Add shrimp, crab meat, mushrooms and chives. Simmer about 5 minutes more, stir in wine and spoon over fish. Serves 4.

Pepper to taste

Cooking oil

- ¼ pound butter

- ¼ cup sherry wine

Pound veal very thin and cut into pieces about 3 x 4 inches. Grind ham with cheese, bread crumbs, rosemary and sage. Season with pepper and add about 1 tablespoon oil or enough to blend stuffing into smooth mixture. Place about 1 teaspoon onto each veal piece, roll up and secure with toothpicks. Heat butter in large skillet with 1 tablespoon oil. Add veal birds and cook about 15 minutes or until fork tender, turning often to brown on all sides. Sprinkle on sherry and cook about 3 minutes more. Transfer to serving dish and pour on pan juices. Serves 4.

Stuffed Baked Shrimp

Clean 12 raw jumbo shrimp by peeling shells back to tail only. Cut a slit from tail to full end on inside only, forming a pocket. Remove vein and wash. Make a stuffing of 2½ cups butter cracker (Ritz) crumbs, 1 cup dry bread crumbs, ½ teaspoon garlic salt, ½ cup melted butter and about ½ cup water or enough to make soft mixture. Put stuffing loosely into each shrimp pocket. Place in baking dish with about ¼ inch water and sprinkle with paprika. Bake at 425° about 15 minutes or until browned. When done, the tails will stand up. Serve with drawn butter. Serves 4.



**DOLPHIN STRIKER-SPRING
HILL TAVERN
PORTSMOUTH,
NEW HAMPSHIRE**

When you visit this restaurant at 15 Bow Street, you are treading on historical grounds, according to the legend on the back of the menu. The Spring Hill Well, for which the tavern is named, dates back to 1630 when the first settlers sailed up the Piscataqua River. Peter Rice, the owner, has carried out the maritime decor that makes for relaxed dining on a variety of seafoods, desserts and wines. Open for lunch, dinner and Sunday brunch by reservation. Exit off Interstate 95 to Market Street. Turn right at bottom of exit ramp and proceed to Bow Street (restaurant is on corner).

**RANCHO DE LOS CABALLEROS
WICKENBURG, ARIZONA**

This 32-year-old ranch owned and operated by the family of Mrs. Francis L. Hayman has recreational facilities for all age groups. The resort offers tennis, swimming, golf at the nearby Los Caballeros Golf Club and 20,000 acres for excellent horseback riding. The dining room is open by reservation for breakfast, lunch and dinner every day during the season, which extends from mid-October to mid-May. At the southeast edge of Wickenburg, turn north on Vulture Mine Road off U.S. Highways 60 and 89. **Los Caballeros Black Forest Torte**

- 1¾ cups sugar
- 1¾ cups all purpose flour
- 1¼ teaspoons baking soda
- ¼ teaspoon baking powder

Cheddar Walnut Bisque

- 2 cups milk
- 2 cups light cream
- 8 ounces grated sharp Cheddar cheese
- 1 tablespoon Worcestershire sauce
- 1 teaspoon salt
- 6 tablespoons butter
- ¾ cup flour
- 6 ounces Chablis wine
- Coarsely crushed walnuts

In top of double boiler, heat milk, cream and cheese over low heat until cheese is melted. Stir thoroughly, adding Worcestershire and salt. Melt butter in separate pan, stir in flour and cook and stir until smooth. Stirring constantly, add cooked butter-flour mixture to cheese mixture and simmer several minutes until blended. Stir in wine, simmer 10 minutes, pour into serving cups and sprinkle with 1 tablespoon nuts. Serves 4 to 6.

- 1 teaspoon salt
- ½ cup plus 3 tablespoons soft-type margarine
- 4 ounces baking chocolate, melted
- 1¼ cups cold water
- ½ teaspoon vanilla
- 3 eggs
- Filling (below)

In a large mixer bowl, combine sugar, flour, baking soda, baking powder and salt. Add margarine, chocolate, water and vanilla. Beat on low speed to blend, then 2 minutes more on medium. Add eggs and beat 2 minutes. Pour into four 9-inch layer pans lined on bottoms with parchment paper. Bake in preheated 350° oven 15 minutes or until cakes test done. Cool in pans. Spread filling between layers. Top with sweetened whipped cream.

Filling: Melt 2 bars German's sweet chocolate (4 ounces each) then blend in 1 cup soft-type margarine and ¾ teaspoon salt. Mix well and blend in ⅔ cup chopped toasted almonds.

GLOVE COMPARTMENT

IN WHICH YOU CAN FIND A LITTLE BIT OF EVERYTHING BUT GLOVES

A Radio Station Guide for Travelers — *Traveling With a Radio*, a new 360-page book, tells where to set your radio dial to receive 8,096 AM and FM radio stations in 3,323 cities in the United States. It also tells which stations broadcast in stereophonic or quadraphonic and which operate only during daylight hours. It gives the maximum broadcasting power, the program format and the network affiliation. It is available for \$5 postpaid from Donnelly & Sons Publishing Company, P.O. Box 7780, Colorado Springs, Colorado 80933.

Help for Lost Drivers — Gousha/Check-Chart, a firm with more than 50 years of map-making experience, has published *The North American Road Atlas* to "allow millions of lost drivers to get in the right direction" in the United States, Canada and Mexico. The new atlas devotes at least one full page to each state map, features 200 city maps, lists cities and town on the same page as state and country maps, charts distances in both miles and kilometers, and places emphasis on readability with bright colors and large, easy-to-read type. It is available for \$3.95 from New American Library, 1301 Avenue of the Americas, New York, New York 10019.

Dead Creek Haven for Canada Geese — The Vermont Fish and Game Department 23 years ago brought a small flock of Canada geese from Delaware, clipped their wings so they could not fly and established the Dead Creek Waterfowl Refuge in the west central part of the state near Addison. Now the refuge is a popular stopover for Canada as well as snow geese in fall and spring. It's also a popular spot for bird-watchers to see a variety of other birds such as hawks and shorebirds.

I Love New York — The New York State Department of Commerce Division of Tourism has published four regionalized *I Love New York* travel guides. Each guide contains basic information on historic sites, recreational attractions, vacation communities and related tourism facts. For a copy of the 200-page guide covering the Finger Lakes region, send a \$1.50 check or money order to Finger Lakes Association, Department P, 309 Lake Street, Penn Yan, New York 14527. The other three guides are free. For a guide about New York City, write New York Convention and Visitors Bureau, 90 East 42nd Street, New York, New York 10017. For a guide about Long Island, write Long Island Tourism Commission, L. I. MacArthur Airport, Ronkonkoma, New York 11779. For a guide about the Hudson River Valley, write Hudson River Valley Association, 2 Westchester Plaza, Elmsford, New York 10523.



A Parable of PERENNIALS

“. . . by stories our seasons on earth endure, return,
repeat themselves in others”

by Donald Hall

illustrations by Walter Brightwell

I LIVE in the house I always wanted to live in. After 20 years of working far away, I have moved back to this New Hampshire farmhouse, which my great-grandfather bought in 1865. When I was a boy I spent my summers here with my grandmother and grandfather, Kate and Wesley Wells. I wrote poems in the morning,

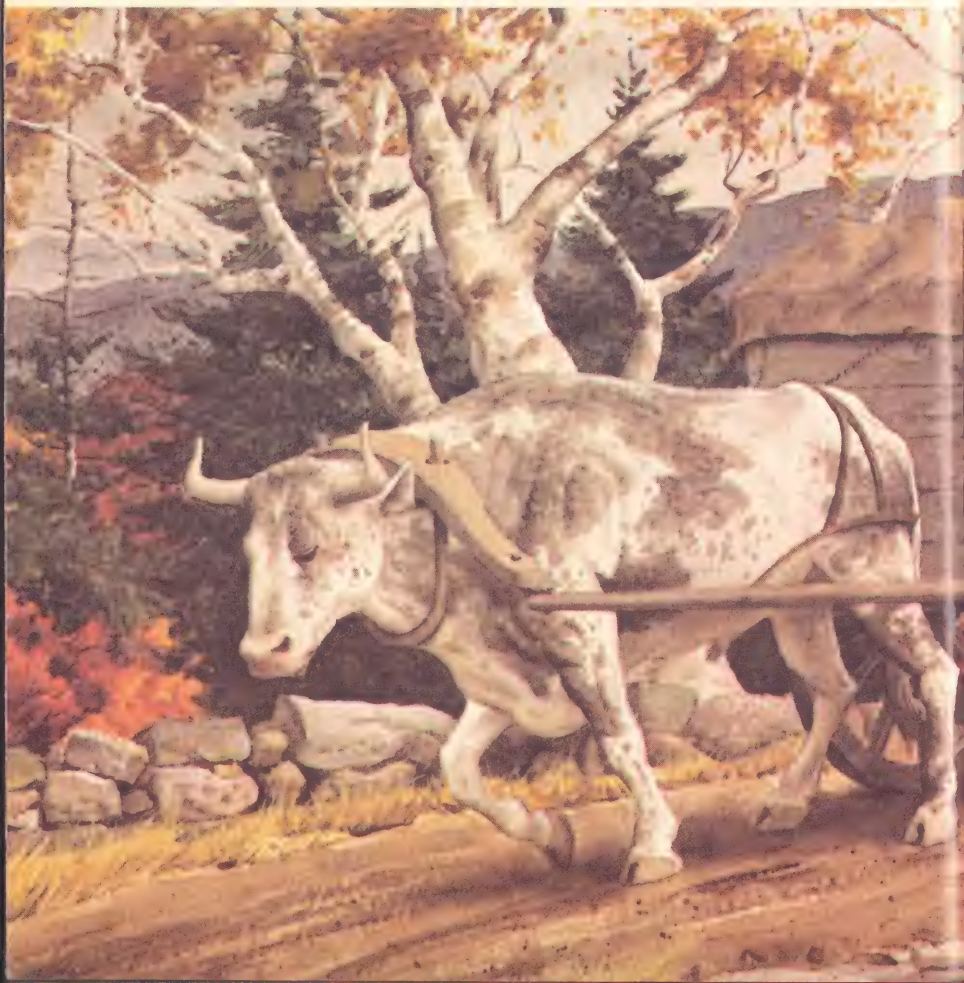
and read books; in the afternoon I hayed with my grandfather, listening to his long, slow stories of old times. I loved him, and he gave me the past of his boyhood as if it were a fortune or a mild, chronic disease.

Over the years of separation, in a suburban world, I felt continuously connected with this land and with the

dead who make it precious. Now I return full circle, except that I write all day and I do not hay at all. If I miss my grandfather and his stories, I do not miss him so much as I used to; he died 25 years ago, but he is no longer *missing*: As I approach the age he carried when I was born, I am sleeping in

the bed he died in, and I find him everywhere I look. In a cousin's cheekbone, in a turn of phrase, in a remembered quilt I find him.

Paul Fenton reminds me of my grandfather, with good reason. Paul's mother was Wesley's sister, Grace, who died just three years ago. Paul is



70 now, a pacemaker in his chest, and he complains that although he can still chop wood all day, now he must pause sometimes to catch his breath — and the doctor can't tell him why. When I was a boy on the farm, my grandfather was in his seventies and Paul middle-aged. Paul and Bertha

used to call on Wesley and Kate; my grandfather saved good stories for Paul, who liked hearing his uncle talk. Now sometimes Bertha and Paul will call on us, driving over from the farm where their son Dennis keeps 50 Holsteins, and Paul has a story to tell me:

When Paul was a boy, an old man





told him this one; and the old man told Paul that he had heard it from an old man when *he* was a boy.

So this one goes way back.

"Once there was a man, living around here, who filled up his ox-cart every year, in the fall. He'd fill that cart full of everything that he and his family had made, the whole year. Things his wife and daughters sewed or knitted or crocheted. Things like yarn and cloth, and goosefeathers for stuffing beds; linen; flaxseed. The man and his boys probably made shingles he put in the ox-cart. Young boys would make birch brooms. And then everything from the fields that would keep: apples, potatoes, Indian corn, turnips, pumpkins, squash; and vinegar; and honey in combs; dried meat; maybe tanned deer hide.

"Well, he'd fill it to the top, with everything all of them had made or done or grown, leaving behind enough for them to eat and wear over the winter. Then he'd walk beside his ox — 10 days, maybe — all the way to Portsmouth, where there was a big market. One year he went all the way

down to Boston, to the market by the harbor.

"When he got there he'd sell whatever he had. There'd be sailors in Portsmouth then, and people came from all around to do their shopping. When he sold his potatoes he'd sell the bag he brought the potatoes in. If he had vinegar in a barrel, you knew he'd made the barrel, too, and he sold the barrel. When he had sold everything out of his cart, and the cart was empty, he sold the cart. And after he sold the cart he sold his ox, harness and all.

"Then he'd walk home. Maybe he bought things for his family with the money. Salt, an orange for each of them — they never saw oranges in those days — maybe needles or knives, things he couldn't make at his own forge. But he had his year's money, money for the year.

"Then when he came home he began again — the young ox in the barn, the harness, the cart . . . "

Paul smiles, excitement in his face; he knows what he has given. Soon he must stand and leave, back to the chores that he shares with Dennis, his necktie and white shirt back in the closet until Sunday. He will wear overalls again, become farmer again — winter and summer, garden and cattle barn.

And he leaves me to early November nightfall, and my dream of the ox-cart man. I see him walking home from Portsmouth Market, up U.S. Highway 4 from Concord through Pennacook, Boscawen, Salisbury, An-

dover. On a narrow dirt road he walks steadily, coins heavy in his pockets, past forest and farm, pasture and cornfield, big houses and settlers' cabins. Now he walks through West Andover, almost home, and I see him down the road in the cool afternoon sun, slanting low from Vermont, lengthening shadows of cornstalks blackened with frost. Now he is home — it is this farm, as I dream it — and his family gathers around him as he gives each of them a gift from his great pockets, needles and combs for the women, a Barlow knife for each boy, and buries the cash in the treasury crock which he keeps under a stone in the root cellar.

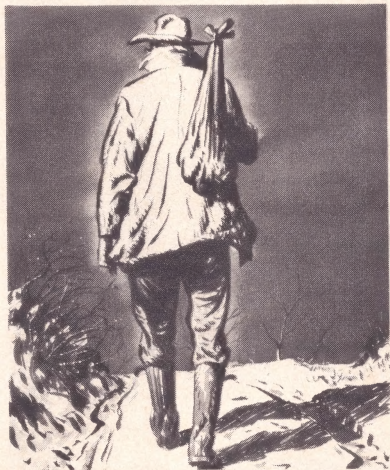
Now they sit in the dark parlor in December, the family on chairs in a semicircle around the cast iron stove, under high candles, working. The ox-cart man sews harness. His wife and girl children sew, knit, spin, weave. His boys work with leather, carve, whittle. They work, and the years move on, in paths and circles of work. From the dark underground of dead winter the year moves to woodchopping, ice cutting, deer hunting, tanning, coopering, sugaring, manuring, plowing, planting, weeding, haying, harvesting, slaughtering, and filling the cart again, for the journey to Portsmouth.

I see that the ox-cart man is a perennial plant, divesting himself each year of everything grown, and growing it all again. When I dream his face I see Paul's face, who harvests a story for me; and I see my grandfather's

face, who divested himself of everything he could gather, in his stewardship carrying all the past, through winter darkness, into present light. I understand: This duty is my duty also. If people — if Wesley and Kate, if Paul and Bertha and Donald and Jane — may live out their perennial lives, retaining the stories of their lives, and passing on their own stories and the stories dead people told — by stories our seasons on earth endure, return, repeat themselves in others.

Let the curve of my story meet the curve of your own. □

Editor's Note: The author of this story used some of its material in a poem called "Ox-Cart Man," which appeared in The New Yorker and in a collection of poems called Kicking the Leaves.





A Memorable Orchestra and Occasion

In your June 1979 issue, the story "Here's Where I Heard the Songs" mentions "Coon Sanders and His Nighthawks in Kansas City." The name of the orchestra was "The Coon-Sanders Nighthawks." It was named for Carleton Coon and Joe Sanders. Back in the late 1920s, Coon died and Sanders continued the band under the title of "Joe Sanders, The Old Lefthander and His Band."

In 1932, when my father got elected mayor of Paducah (Kentucky), an inaugural ball was held in the main ballroom of the Irvin Cobb Hotel, and Joe Sanders was playing there. He made a gracious announcement of the inauguration, came out on the dance floor, bowed and asked my mother, "Mrs. Scott, what song could I play for you?" My Ma, with a hint of a curtsy, said "Please play *Temptation*." Joe then sent his 14 or so brasses and woodwinds into a memorable rendition.

Burgess H. Scott
Livonia, Michigan

Editor's note: A retired editor of *Ford Times*, Scotty still edits with a sharp pencil.



Happy Birthday for a Mustang Fan

My granddaughter Michele is a lover of horses and always admired the insignia on my wife's 1966 Mustang. As a surprise for her birthday, I went to an auto salvage yard and removed all the insignia I could find from Mustangs there.

The Mustangs from the side of the car were mounted on a pine board, the radiator grille insignia was fastened to a black base and the glove compartment door insignia was made into a necklace.

I believe this picture tells more than words about how Michele liked the gift.

Clarence M. Miller
Milwaukee, Wisconsin

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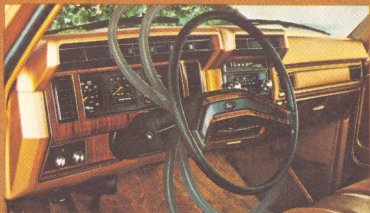
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